VIA THE MONON FOR \$1

ANOTHER CHEAP-RATE EXCURSION TO CHICAGO AND RETURN.

All-Rail Lines Determined to Punish the L. E. & W.-The Panhandle's Great Feat.

Since the Lake Erie & Western announced another cheap-rate excursion to Chicago the general passenger agents of the three all-rail lines have been conferring with Commissioner Tucker, of the Chicago and Ohio River Traffic Association, as to the advisability of meeting the Lake Erie & Western rate, and yesterday Commissioner Tucker authorized some one of the direct lines to make, on Saturday next, a one-dollar rate for the round trip, Indianapolis to Chicago, going over either the Monon or the Big Four, as the Panhandle had its turn last Saturday. Up to last night the Lake Erie & Western had placed the round-trip rate at \$2.50 by rail to Michigan City, then by boat to Chicago; now considerable interest is shown as to whether to-day the Lake Erie & Western will meet the Monon rate. Said a passen-ger official last night: "So long as the Lake Erie & Western runs excursions to Chicago the Chicago and Ohio River Traffic Association lines will meet the rate. A dispatch from Chicago says the L. E. & W. cannot cut below \$1 and carry out its present arrangements with the owners of the Christopher Columbus, the whaleback steamer that is to carry passengers from Michigan City to Chicago.

The Big Panhadle Excursion.

The big excursion over the Panhandle on Saturday night last for Chicago is calling forth favorable comment from the Chicago papers. They say the Panhandle holds the record for the largest excursion from any one point, bringing in 5,087 people. H. R. Dering, assistant general passenger agent of the Pennsylvania lines, with headquarters in Chicago, in conversation with a representative of the Chicago Journal, said of the success of the excursion and the reasons which gave it birth that "the Lake Erie & Western has been demoralizing business between Indianapolis and Chicago by advertising a five-day excursion rate of 75 cents. Of course, the Lake Erie & Western have no way of reaching this city other than by the lake, consequently they carried their people to Michigan City and shipped theme here by steamer. The evil had grown to such proportions that the three roads which consider Indianapolis-Chicago business legitimately their own got together and agreed that the next excursion advertised by the Lake Erie should be met by one over one of the three roads in in-terest at a rate of \$1 on a two-day limit and of \$2 on a five-day one, the choice of road to be decided by lot. We were the fortunate line, and the size of the excur-sion taxed our carrying capacity. Against our 5,087 tickets, all sold in Indianapolis, the Lake Erie & Western had less than four hundred. I do not think they will care to repeat the experiment; if they do, the Monon will handle the one against them."

The Differential Question.

Fresh complications are developing daily in the transcontinental situation and the chances of the reorganization of the assoclation are becoming more and more remote. Another claimant for differentials has appeared. This time it is the Union Pacific. That road has been steadily opposed to differentials of any kind, but if any roads are to have them it wants a slice of the pie. The Union Pacific interests have until recently been closely allied with those of the Oregon Navigation Company, and, though a divorce has occurred in the corporate re-lationship existing between the two, the Union Pacific is still disposed to claim a business interest in the traffic reaching Pacific coast points over the Oregon Navigation. It argues if differentials are to be allowed it on business going via St. Paul its connections taking the Missouri river gateways must be allowed the same differentials. If they apply by one gateway they must be available by the other. That is the Union Pacific's present position. Should it be conceded it would relieve the Western roads from the embarrassment under which they have labored ever since the Canadian Pacific took its differentials by main force.

Will Manage Both Roads.

D. W. Caldwell will not resign the presidency of the Nickel-plate railroad in spite of his election as general manager of the Lake Shore. He will continue in both posltions for the present and will watch over the policies of the two lines. When asked yesterday whether he had received official notice of his appointment as general manager of the Lake Shore, Mr. Caldwell said: "I received a telegram to the effect that had been elected general manager of the Lake Shore. This will not necessitate my withdrawal from the Nickel-plate and I shall fill the positions on both roads. For the present, at least, my headquarters will in Cleveland and will be divided between the offices of the two roads. It is my intention to enter into the new duties at once." It is the intention of Mr. Caldwell to appoint a general traffic manager of the Lake Shore, who will have charge of both freight and passenger business. It is be-lieved in railroad circles that G. B. Spriggs, now general freight agent of the Nickel-plate, is slated for the latter posi-

Sensation Promised.

A Chicago dispatch says: A meeting of the Chicago and Ohio River lines has been called for Thursday. A stirring time is expected. Commissioner Tucker has been preparing for the occasion by making a thorough test of the markets at all the leading competitive points in the territory. He will lay the results before the meeting, and if they do not create a sensation it will be because not one of the roads can afford to open the ball. Each of them is as deep in the mud as the others are in the mire. It may be that it will be agreed to clean off the slate and begin anew, each road promising not to do it any more. Once the charges of wrongdoing are disposed of an effort will be made to reach an agreement on winter tourist rates for next season.

Brenking the Record.

The official report of Col. Oran Perry. general agent of the Pennsylvania lines, shows that in August, 1894, the largest tonnage of freight was handled at the city freight depots in any August in the history of the road. In August, 1894, there were handled at the city freight depots 50,373,205 pounds of freight, representing 4,359 cars; in August, 1893, 38,543,734 pounds, representing 3,922 cars; in August, 1892, 48,746,929 pounds, representing 4,427 cars. While the tonnage of August, 1892, was lighter than in August, 1894, it represented more cars, owing to the fact that then in the local service 40,000 pounds capacity cars were used, while at the present time most of the cars used have a capacity of 60,000 pounds.

A Big Month's Business. In the month of August there were received and forwarded over the fifteen Indianapolis lines at Indianapolis a total of 105,122 cars, 84,285 being loaded. In July the same roads handled at Indianapolis a total of 76,478 cars, 61,942 being loaded, showing an increase in August over July of 20,343 loaded cars. Going back to August, 1893, an increase is shown this year of 14,889 loaded cars. An increased movement of empty cars is also shown this year.

Oldest Engineer Dead.

Henry Rawath, the oldest locomotive engineer in America, has just died at Augusta. Ga. He pulled the throttle of the first engine used on the South Carolina railroad, and had a record of more than a half century continuous service with that road. He continued in charge of an engine until seventy-five years of age, when his eyesight failed him. At the time of his death he was eighty-five.

Personal, Local and General Notes. Wm. R. McKeen, president of the Van-

dalla, is in the city. Frank Reed, general passenger agent of the Monon, will be in the city to-day.

way Company, returned yesterday from his annual vacation. The Peoria & Eastern yesterday brought in 385 excursionists en route to Ohio points. This excursion is run annually.

C. A. Vinnedge, auditor of the Union Rail-

Taylor Edwards has been appointed special agent of the Peorla & Eastern road. vice George Morrison, resigned.

General Auditor Winds, of the Chicago, Milwaukee & St. Paul, says the company lost \$808,476 through the American Railway Union strike.

The Monon is now carrying the largest freight tonnage at any time in its history, and the freight earnings are showing up very satisfactorily. This could not be expected of the passenger earnings, as at the corresponding period of 1893 the world's fair | cure you

travel over this line was at its maximum, but in comparison with years previous to 1893 the passenger earning exhibit is very

The coal mines on the Evansville & Terre Haute are starting up and the coal traffic of the road bids fair to be an important item for the next few months. Passenger men say that not at any time

in years has travel generally been as heavy as at present. Everything except Chicago business is heavier than last year. The St. Louis lines joined the Chicago lines yesterday in meeting the cut rates of the Santa Fe and the Erie on packing house products from Mississippi river points to New York.

Said a freight official yesterday: "September has an evil reputation for rate cutting, and the current month appears to be destined to keep apace with its predecessors in that respect.'

It is stated that after the Southern Rallway Company is reorganized there will be no need to call in financial doctors and coroners, as the plan is based on the net earnings of a bad year, the worst of many years past.

Auditor Hewitt, of the Big Four, says that in no time in the years he has been with the road have the changes in agencies been as few as in the last year. Agents all seem anxious to hold their jobs so difficult is it to get another.

The traveling freight agents on the Chi-

cago, Burlington & Quincy on Monday showed their kindly feeling toward Fred Rogers, the retiring assistant general freight agent, by presenting him with an elegant diamond stud and watch charm. A number of prominent railway officials will be in the city to-day to be present at the hearing of the tax assessment case of the Union Railway Company. Should it be decided against the company doubtless the case will go to the United States Supreme

John Newell was the second president of the Lake Shore who was stricken with paralysis when out on the road in his private car and dying before reaching home. In 1851 H. Doxtater, the president of the Lake Shore, met his death in the same

Harry J. King, passenger conductor on the Panhandle lines, who with his wife has been at Atlantic City for a couple of weeks, returned yesterday. Mr. King did some good work at Chicago during the strike, and the management thought him entitled

The first railroad building erected in Indianapolis is now standing on South street, and is used as an office for the checkmen of the Pennsylvania's Louisville division. The building was erected in 1847, and was for a time used as the office of the president of the Madison & Indianapolis road. Dr. C. A. Leisher, medical examiner for the Pennsylvania Voluntary Relief fund, has been transferred to Logansport, to suc-Dr. Wagner, who succeeds Dr. Bonceed Dr. Wagner, who succeeds Dr. Bon-field, resigned, at Fort Wayne. For the present Dr. Talbott, of Indianapolis, will attend to the duties of the Richmond office. Citizens on the line of the Lake Erie & Western are not pleased that the company makes a \$1 rate, Indianapolis to Chicago, and does not make a proportionate reduc-tion at other points. At LaPorte, for instance, the rate to Chicago and return in connection with the boat is \$1, while ordinarily the difference in the fare is \$4.

The through sleeping car between St. Louis and Washington has become remu-nerative. In the month of August it averaged twelve passengers each way daily. and the Big Four and the Chesapeake & Ohio passenger officials are seriously considering the putting on of a line of through sleeping cars between Chicago and Washington as an experiment, so profitable has the putting on of the St. Louis line proved.

A joint telegram was sent Western roads by the Great Northern, the Northern Pa-cific and the Southern Pacific lines, yesterday, that they would withdraw their thirty limits on harvest excursion tickets and make the limits twenty days so as to conform to Western Passenger Association legislation on the subject. This will remove a great deal of friction from the situation and make the limitations of these tickets uniform throughout Western territory.

Delegates to the biennial meeting of the Brotherhood of Locomotive Firemen will begin to leave for Harrisburg to-morrow. Grand Master Sargent and Secretary Arnold will leave Terre Haute to-day. The convention will not meet for business until Monday. The session will probably last for a week, as many important questions are to be acted on. It is understood there will be no opposition candidates put up for grand chief and secretary and treasurer, so satisfactory have the services of the present incumbents been.

Chicago's delegation to the semi-annual meeting of the American Association of Passenger and Ticket Agents, to be held at Quebec Sept. 18, has been made up. It will leave Friday, Sept. 14, and will consist of W. A. Thrall, of the Northwestern; G. H. Heafford, of the Milwaukee & St. Paul; L. L. Wakeley, of the Burlington; James Charlton, of the Alton; W. E. Davis, of the Chicago & Grand Trunk; George E. King, of the Michigan Central; Frank J. Reed, of the Monon; C. S. Crowe, of the Wabash; H. C. Townsend, of the Missouri Pacific; Chairman F. D. Caldwell, of the Western Passenger Association; Commissioner F. C. Donald, of the Central Traffic Association; and John Reid, Samuel Powell, W. P. Johnson, Rean Campbell, honor-

Seldom are passenger circles more surprised than in the announcement that O McCarty, general passenger agent of the Baltimore & Ohio Southwestern road, had tendered his resignation. Until recently it was supposed he was very secure in his position, such good work has he done. But since he went to St. Louis it is said the relations between the officials of the road have not been as pleasant as prior to the change. In fact, when he was transferred from Cincinnati to St. Louis there was a suspicion that it was a backward step, for Mr. McCarty, whose first passenger work was on the Indianapolis, Bloomington & Western, and his early education with J W. Brown, then general passenger agent of the road, and one who stood at the head of the list. It is believed Mr. McCarty has something better in view or he would not have taken this step.

THE GOVERNOR'S LIKENESS.

It Will Be Shown in Fire at Pompei i To-Morrow Night.

Comparatively few people, perhaps, who saw the beautiful and elaborate production of Pain's "Last Days of Pompeii," Monday night, noticed any hitches or mishaps in the performance, but there were some, nevertheless, such as are unavoidable in the movements of so many people and the handling of so much scenery and mechanisms. The most serious of these, perhaps. was the failure of the calcium lights to work sat sfactorily, and the result was that the aer'al specialties were not as effective as they otherwise would have been. Some of the apparatus was likewise "cranky." The revolving ladder act of the Martinez was almost spoiled by the failure of the apparatus to work, and the extra wire on which Professor Weitzman gives his wonderful performances could not be got up in

All day yesterday a large force of men was at work in making such changes and improvements as are regarded as necessary to give a perfect performance. This will all be completed in time for the second performance, and even the eruption of Vesuvius, which is a most startling thing, will be made more effective. The second performance of "Pompeii" will be given to-morrow night, which will be "Indiana night." The special feature of the fireworks will be a picture of Governor Matthews and there will be other special designs in addition to the usual great display given, which is the greatest and most beautiful ever seen in this city, the possibilities of pyrotechnics being exhausted in them. The third performance will be given next Saturday night, which will be "United States night." There will be three presentations next week, Tuesday, Thursday and Saturday evenings, and four the last week (State fair week), Tuesday, Wednesday, Thursday and Friday, the 18th, 19th, 20th and 21st

The local managers of the spectacle are hopeful that the attendance will continue to grow with each performance after the great hit made on Monday night. The expenses are enormous, being almost \$20,600 for the ten presentations, and it takes great audiences to meet this outlay. Special trains of electric cars will be run on the nights 'Pompeil" is given, not only on the College avenue line, but on the North Illinois-street line as well, going up to Twenty-sixth street and crossing over and thence down to Lincoln Park. After the performance these cars will return by the same route

for the benefit of people living along the

U. S. R. M. S. M. B. A. Convention. CINCINNATI, Sept. 4.—The annual con-vention of the United States Railway Mail Service Mutual Benefit Association began its session to-day with several hundred delegates present. A warm welcome was extended to the delegates by the Mayor, to which President Nightingale responded. The session, which is expected to continue several days, will be enlivened by various excursions and entertainments.

Do you have headache, dizziness, drowsiness, loss of appetite and other symptoms of biliousness? Hood's Sarsarparilla will murrer to amended complaint.

ONE APPEARED

A. R. U. STRIKERS FAIL TO ANSWER IN THE INJUNCTION CASES.

Injunction Will Probably Be Made Permanent-Street-Railroad Case -Claim Against the County. .

Only one of the defendants in the matter of the federal court injunction against the members of the American Railway Union, issued by Judge Woods during the strike troubles, entered his appearance yesterday, and that was Judson Lamphier, a Monon engineer, who refused to haul a train carrying a Pullman. Attorney S. M. Shepard appeared for Lamphier. It looks as if the other defendants would pay no attention to the matter. In case no answer is filed Judge Baker will have to make the injunction permanent against each of the defendants and charge them up with the costs of the case. Their friends say the men could gain nothing by filing answers. The de-

fendants are:
Eugene V. Debs, George Howard, Charles
C. Clark, J. W. Mann, Dennis J. Wren,
W. Carroll, T. S. Griffy, J. R. Church,
Orey W. Fishback, A. C. McKelvey, C. C.
Arnold, Peter Hughes, J. M. Jackson, L. R.
Kirkpatrick, R. A. Robuck, Albert Rachwitz, W. P. Shackle, R. W. Underhill, W.
H. Whitaker, J. H. Walters, W. H. Lesorr, Charles T. Fate, Leo S. Harding, L.
N. Mellon, D. Mitchell, John Buck,
Moriarity, L. F. Hawkins, H. B. Shaler,
R. W. Sproston, W. H. Hamilton, J. K. R. W. Sproston, W. H. Hamilton, J. K. Smith, F. P. Baily, H. Jence, Charles W. Shaw, William Mack, Joseph Mullinix, Harry Webber, D. J. Mett, Elmer Stoddard, W. C. Middaugh, T. H. Middaugh, Joseph Tober, William Myers, William Ostermeyer, A. Wilkerson, William Young, J. T. Brennan, I. L. Vancamp, and the American Railway

Judge Baker, of the federal court, is back from his vacation, which was spent at Goshen. To-day he will take up the cases of the men charged with having violated the strike injunction. There are some twenty of these defendants, several of whom are in jail and will be tried first. Judge Baker does not think the street railroad case will be decided for several months. He and Judge Woods have both spent some time studying it.

A Conductor Who Struck. William F. Ingal was arrested at Butler, Ind., yesterday by Deputy United States Marshal Agnew and brought to this city last night. Ingal was arrested on a warrant from Michigan charging him with violation of Judge Woods's restraining order. The prisoner was formerly employed in the capacity of a passenger conductor by the Wabash Railway Company, but got mixed up in the Chicago strike. He claims that he abandoned his train in Chicago during the strike because the American Railway Union men threatened his life. When he declined to take out his train he says that the company discharged him. He will be taken to Detroit to-day. The government authorities of Michigan have wanted the prisoner for some time and but recently located him.

HER HUSBAND AN EX-TREASURER. Elizabeth J. Riley Has a Claim

Against Marion County. In the Circuit Court yesterday Elizabeth J. Riley, wife of Benjamin F. Riley, a former treasurer of Marion county, filed a petition in which the court is asked to issue a writ of mandate against Thomas Taggart, auditor of Marion county. The petition alleges that in 1874 while Benjamin Riley occupied the office of county treasurer he paid certain delinquent taxes owed by property owners in Indianapolis. These amounts, it is claimed, were placed upon the duplicates by Treasurer Riley, but after his retirement from the office were removed. Mrs. Riley avers that her hus-band settled in full with Marion county and contends that these taxes are now due her. She says that Benjamin Riley assigned and transferred to her for a valua-ble consideration his claims and asks that the defendant Taggart be commanded to perform his official duties by placing upon the duplicate the said taxes, penalties and interest to be collected as other taxes. Mrs. Riley avers that there is due her from the county the sum of \$1,500.

The Anderson Ogler Fined.

Enos Champ failed to appear in the Police Court yesterday morning and his boni was forfeited. Champ is a wealthy man of mature years residing in Anderson, who was arrested by patrolman Corrigan and held for loitering. The commonplace charge of loitering is used as a sort of drag net to catch and hold persons in cases where there is no specific charge that can be placed against them, but there is potent reason for their arrest. This was the case with Champ. He has the appearance of a gentleman, his wealth, which is estimated at \$30,000, enabling him to dress well. His occupation, it is claimed, is insulting women upon the street. Numerous complaints reached both individual officers and the superintendent about his conduct. So persistent was he that there were a number of girls employed in down-town stores and offices who were afraid to start for their homes in the evening unless assured that Champ was not upon the street. When his annoyances were carried to the point of causing his arrest Champ begged like a whipped cur to be let off and made all manner of promises of future good behavior. His pleading was in vain, however, Rather than face the evidence of some dozen or more girls that would come out in the Police Court he defaulted his bond. He had given bond in the sum of \$5 for his appearance. Judge Stubbs assessed a fine of \$15 and costs against him, which amounted to exactly \$25, the amount of the Frank Dietz, a seventeen-year-old boy, was also arraigned for criminally assault-ing Druda Drake, aged ten years. He was

held for the action of the grand jury. Criminal Court Cases. Judge Cox began work in the Criminal Court yesterday morning by disposing of a lot of larceny and burglary cases that had accumulated during the summer vacation.

Frank Manley, Mark Prescott and Frank Moore pleaded guilty to burglary, and Moore and Manley received a two years' sentence each. Prescott went to the workhouse for five months. James Heren, for petit larceny, got a prison sentence of a year, and G. W. Holloway and Charles Darnell each drew workhouse punishments. Clarence Woods and James Smith were sent to the penitentiary for three years on the grand larceny charge. John Horn received a workhouse sentence. Recently he threw a brick at a man with whom he was fighting, but missed his antagonist and struck a little girl who was in the street. Annoyed by His Neighbor.

Emil Elsler, of No. 41s coburn street, yesterday began an action in the Superior Court to recover \$500 damages from Albert Hoheisel, his neighbor. He avers that in a recent difficulty which he had with Hoheisel the latter brutally beat and kicked him. He further alleges that Hohelsel has since threatened his life and says that he watches his house after night, keeping him

annoyance. He wants the defendant restrained from interfering with his daily routine pending the hearing of the complaint for damages. The Edenharter-Pope Case.

in constant terror and causing him much

Judge Brown, of the Circuit Court, is hearing another chapter of litigation in the sult of Frank T. Edenharter, administrator of the estate of Abner Pope, against Edward S. Pope and others. The

case has been pending in the courts for years and involves a small fortune. Smith H. Myers the Receiver. Yesterday, in the Circuit Court, Smith H. Myers was appointed receiver of the Bedford Stone Company. Judge Brown, on the petition of the creditors of the com-

pany, ordered the property reappraised.

THE COURT RECORD. Superior Court. Room 1-James M. Winters, Judge. Fred Fuehring vs. James R. Locklear; sprinkling lien. Dismissed and costs paid. Fred Fuehring vs Margaret D. Gordon; sprinkling lien. Dismissed and costs paid. J. H. Roberts et al. vs. Mary E. Foley; sprinkling lien. Dismissed and costs paid. Robert Thomas vs. Julietta McCurdy; street-cleaning lien. Dismissed and costs

Robert Thomas vs. Charles B. Canfield; mechanic's lien. Dismissed and costs paid Timothy Brisbin vs. Henry Wakefield; mechanic's lien. Dismissed and costs paid. Samuel Robbins vs. Bertha Kneffer et al. Dismissed and costs paid.

Circuit Court. Hon. Edgar A. Brown, Judge. Frank T. Edenharter, Administrator, vs. Edward S. Pope et al.; argument on de-I Indiana National Bank vs. the Bedford | consultation with Chairman Taggart at | New York

Stone Company. Smith Myers appointed receiver and reappraisement of property

Room 2-J. W. Harper, Judge. Ella Gwiden vs. William W. Gwiden; divorce. Decree and custody of child granted plaintiff.

Samuel Robbins vs. Bertha Kneffer et al.; mechanic's lien. Cause dismissed and costs paid. James S. Dunlap vs. George J. Lay et al. Cause dismissed and costs paid. Henry T. Nolting vs. Maria Ludlow. Cause dismissed and costs paid. Fred Fuehring et al. vs. Central Cycle Manufacturing Company. Cause dismissed and costs paid. Benjamin Richcreek vs. Charles F. Good-win. Cause dismissed and costs paid.

Benjamin Richcreek vs. James B. Clark. Cause dismissed and costs paid. Henry T. Nolting vs. Isaac L. Frankem. Cause dismissed and costs paid. Benjamin Richcreek vs. Dora S. Mossler. Cause dismissed and costs paid Benjamin Richcreek vs. Mary Ebert. Cause dismissed and costs paid. New Suits Filed.

The Advance Savings and Loan Association vs. Kittie Hedrick; to foreclose mortgage. Superior Court, Room 3 Willis P. Maine vs. Sarah H. Standiford et al.; suit to foreclose mechanic's lien. Superior Court, Room 2. Thomas Hayes and Michael J. Ready vs. Jefferson M. Patterson et al.; complaint on note. Superior Court, Room 1.

Elizabeth J. Riley vs. Thomas Taggart,
Auditor; petition for writ of mandate. Cir-

cuit Court. Emil Elsler vs. Albert Hoheisel; complaint for damages. Superior Court, Room 2 Robert Bennett vs. Philip Franklin et al.; suit on note. Superior Court, Room 1. Railroad Men's Building and Savings Association vs. John P. Sullivan et al.; suit on mortgage. Superior Court, Room 2. David Conrad and Robert K. Eldred vs. the Excelsior Brick and Lime Company; complaint on note. Circuit Court. Selenia J. Morgan vs. 'Squire Noble; suit on note. Superior Court, Room 3.

MORE EARLY TRAINS

COMMERCIAL CLUB WANTS INDIAN-APOLIS TRADE EXTENDED.

Chicago Is Favored Too Much in the Northern and Western Part of the State.

The Commercial Club directors yesterday considered a matter of much importance to Indianapolis business men, that of discrimination by the railroad companies against this city in the time of sending out morning trains. The secretary submitted information which he had received by inquiry among merchants. Chicago has been given a great advantage over this city and many of the points are reached from Chicago earlier in the day than from Indianapolis, although these points are in the Indianapolis territory. One of the letters sent to the secretary showed that Delphi, Frankfort and Monticello have trains in from Chicago from three to five hours earlier than from Indianapolis, Even Tipton, Kokomo and Peru are reached from two to five hours earlier in the day from Chicago. A second letter informed the secretary that Chicago traveling men and Chicago newspapers appear at Crawfordsville at 9 o'clock in the morning, the same hour that the trains from Indianapo-

Indianapolis suffers most in the north and west, where competition is the sharpest, while in the south and east the train service is satisfactory. From the letters received it was apparent that there should be a train out of Indianapolis on the Monon at as early as 4 o'clock in the morning, and over the Lake Erie & Western at 3:45 o'clock. This city needs a train out on the Vandalia at 3:30 a. m., one over the I., D. & W. at 5 a. m. and one over the western division of the Big Four at 5 a. m. The directors instructed the committee on commerce to take steps to secure bet-ter arrangements in the interests of this

A communication from W. B. Holton directed attention to the arrangements of the State Board of Agriculture for an Indianapolis day at the State fair. He said that among the novel attractions that would be provided on that day would be a brass band of 150 pieces. The board had decided to spend over \$1,200 on this feature alone. He urged the assistance of the club in making the day a success, and at his request a resolution was unanimously adopted asking the business men of the city to close their places of business at 12 o'clock noon on Friday, Sept. 21, and thus

give their employes an opportunity to at-tend the fair on that day. The board was furnished information regarding the inauguration of a movement to secure for Indianapolis a park system. The board determined, as a preliminary step, to instruct the committee on arrangements to propose the question for general discussion at the club dinner next month, and a motion by Mr. Metzger was adopted authorizing prominent landscape architects from other cities to be especially invited to be present and address the club on the subject of parks at that time. It was suggested that steps should be taken to bring about the organization of the commercial bodies of the State towards increasing the State's prosperity. The secretary was instructed to correspond with the existing commercial organizations in Indiana and ascertain their views. In cities and towns where there are no such organizations known to be in existence prominent citizens will be asked to interest themselves

in forming them.
Dr. W. N. Wishard suggested that the forthcoming meeting of the Young People's Society of Christian Endeavor will bring together a large number of people from all sections of the State, and it will be a good opportunity for starting a movement to secure the meeting of the interna-tional association in Indianapolis three years hence. This is one of the gatherings much desired by the committee on assemblages, as it brings together more peo-ple probably than any other meeting, ex-cept the National Encampment of the Grand Army of the Republic. It was de-cided to ask the business men to decorate their places of business during the presence of visitors in the city. The use of the Statehouse for a public reception at that time will be obtained.

AMUSEMENTS.

English's Opera House. The performances this afternoon and tonight of "Uncle Tom's Cabin" will conclude the engagement of the Davis company at English's Opera House. There are many entertaining features in the production, not the least of which is the plantation singing and dancing. Representations of the South in the old days never fall to attract many people-another secret the continued success of "Uncle Tom." The matinee to-day is at the usual popular

Billy Emerson's reappearance here to-morrow and Friday nights, after years of absence, will prove an interesting event in the amusement annals. This artist has long reigned in the minstrel world, and when Cleveland secured him he did a wise thing. Emerson is ably seconded in the fun-making process by Lew Benedict, the Crawford Brothers and others, who go to make Cleveland's Minstrels a strong organization. Banks Winter and his vocalists sing a number of beautiful songs and the programme is an attractive one. The minstrels will be at English's to-morrow and Friday nights.

Park Theater.

"A Kentucky Girl" will be presented for the last times this afternoon and to-night by Sadle Hasson and her company. The audiences yesterday were large enough to crowd the Park Theater in all its parts, the thrilling situations of the play being received with enthusiasm. A new company opens at the Park tomorrow matinee for the rest of the week, giving a double bill of comedy. The two plays are "A Wild Goose Chase" and "Squire Haskins," and the Hanleys and their comedians introduce several good specialty acts, among them Fred Burt's juggling and balancing, Bob Harrison's black-face witticisms, Alma Hearn's singing and dancing, Aimee Hauley's club swinging, McEnery's trick dancing and the trained dog Lion. John and Reno Sanders, late with Tony Pastor, J. W. Murray, J. H. Berkley, Lola Stuart and M. E. Han-ley are also in the company.

At the Empire.

A good audience was at the Empire last night. The great drawing card is Unthan, the armiess wonder. Madame Yucca also vied with Unthan for first place in the estimation of the audience. She is certainly a "female Samson." The lifting of a horse weighing 1,200 pounds was a feat.

Cooper Telis His Troubles. Congressman George W. Cooper, of Columbus, dropped into the city last evening and remained all night. He was in close

the Grand Hotel during the evening, and other Democrats of prominence joined the little seance. Mr. Cooper insisted that he missed a train and, in that way, happened in, as it were, but the supposition is that he came to tell the State committee's chairman how badly his fences need re-

Only Fourteen Years Old. Several days ago Superintendent Powell

was informed that a girl named Odessa Rowe, aged fourteen years, was in a resort on South West street A search found her there and she was taken before the superintendent, to whom she said that her parents were dead and that her home was with her grandmother, who resided in West Indianapolis. The latter is very poor and is compelled to work away from home to provide for herself and wayward granddaughter. The girl denied all accusations and she was placed in the Chil-dren's Gardians' Home, where she told the superintendent that William Keily, aged eighteen years, residing with his father four miles south of the city on the Three Notch road, had brought about her disgrace. Kelly was found working in the Van Camp Packing Company's estab-lishment by detectives Doherty and Mc-Guff and arrested.

Dr. Price's Cream Baking Powder World's Fair Highest Medal and Diploma.

"My Sick Sisters,

"Let me tell you something. "For years I have been almost a constant sufferer from female trouble in all its



"Shooting pains all over my body, sick headache, spinal weakness, faintness, dizziness,

MRS. HARRIET WAMPLER depression, and everything that was horrid. "I tried many doctors in different parts of the U.S., but Lydia E. Pinkham's Vegetable Compound has done more for me than all the doctors.

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